

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 8998. 號一廿月四年六十七百八千一英

HONGKONG, FRIDAY, APRIL 21, 1876.

日七廿月三年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTCH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 160 & 162, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELON & CAMPBELL, Amoy, GILES & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & Co. Manila, C. HENNINGSEN & Co. Macao, L. A. DA SILVA.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF THE 27th MARCH, 1848.

BY IMPERIAL DECREE OF 25th JULY, 1854, AND 31st DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE:—14, Rue Bergère, Paris.
LONDON AGENT:—144, Leadenhall St., E.C.

AGENCIES:—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS: Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

*PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman—E. R. BELLIS, Esq.
Deputy Chairman—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SARSON, Esq.
A. MOIVER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,
Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 17, 1876.

ON SALE.

THE

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

BY WILLIAM FREDERICK MAYERS.

Price: \$3.

Shanghai, KELLY & Co.
Hongkong, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.

I HAVE this day authorized Mr J. Y. V. SHAW to sign my name per procuration.
A. MACG. HEATON.
Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.
E. C. RAY.

Bank Buildings,
Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

NOTICE.

THE Interest and Responsibility of Mr OTTO CHRISTIAN BEHN in our Firm in Hongkong and China ceased on the 31st December 1875.

WM. PUSTAU & Co.

Hongkong, April 10, 1876. ap23

NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.

R. H. CAIRNS.

1, Club Chambers,
Hongkong, April 20, 1876.

NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwan.

P. F. DA SILVA.

Formosa, April 1, 1876. my1

NOTIFICATION.

IT is herewith notified that a CUSTOM HOUSE has been established at KIUINGCHOW (海口), the Treaty Port of KIUINGCHOW (海口), and has been opened for transaction of business under this day's date.

H. O. BROWN,
Commissioner of Customs.

Kiuingchow Customs,
Kiuingchow, April 1, 1876. my3

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above company's station will be TAKEN OVER by Mr C. C. B. JENSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUNNISON,
Superintendent.

Hongkong, April 6, 1876. my6

THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's station at this Port from this date.

CARL CHR. BOJENSEN.

Hongkong, April 6, 1876. my6

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENCY of the Company has been opened in LONDON, under the management of Mr WILHELM KORNHUT, at 8, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY,
Secretary.

Hongkong, March 28, 1876. ap28

ST. JOHN'S CATHEDRAL CHURCH.

Annual General Meeting of Seafarers.

THE Annual General Meeting of the Seafarers of St. John's Cathedral Church will be held at the Vestry on Thursday, the 27th day of April instant, at 4.30 p.m., for the purpose of electing two Trustees for the ensuing year, and for passing the accounts of the Treasurer, under the provisions of Clauses 4 and 16 of Ordinance No. 2 of 1847.

EDMUND SHARP,
Trustee and Treasurer to the Body of Trustees.

Hongkong, April 15, 1876. ap27

WANTED.

A N Experienced European FEMALE to accompany a Family with 8 Children to England. Terms, a free Passage.

Applications to be sent to the Office of this paper, addressed: "A. B. C."
Hongkong, April 15, 1876. my11

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.
Length of Dock, 455 Feet.
Breadth do., 92 "
Depth of Water, Springs, 24 "
do., Neaps, 21 "
The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Sheet.
Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.
Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to
W. B. SPRATT & Co.,
9, Praya-East.

Hongkong, April 20, 1876.

SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Men-of-War will be RECEIVED at this Consulate until the 22nd April next, at Noon.
No proposition will be admitted if it exceeds the price fixed by Government and does not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 3 p.m.

A. FARAUDO,
Consul for Spain.

Hongkong, March 31, 1876. ap22

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and Canton route has been Reduced to \$3 for a single trip and \$5 Return.

By Order,

P. A. DA COSTA,
Secretary.

Hongkong, April 3, 1876.

NOTICE.

THE OFFICE of the Undersigned has been REMOVED to No. 1, QUEEN'S ROAD, corner of Ice House Lane.

W. H. NOTLEY,
Agent, Messrs. Henry S. King & Co.,
London.

Hongkong, April 15, 1876. ap23

LOST.

ON Friday, the 14th Instant, A small white MANILA DOG; answers to the name of "FLOSSIE."
It was last seen near the Cathedral.
Any one bringing the same to MacEwen, FRICKEL & Co.'s Store will be rewarded.

J. G. SMITH.

Hongkong, April 18, 1876. ap25

For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliant and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanner" Sewing Machines.

Agents for Hongkong:

SAYLE & Co.,
VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

For Sale.

FOR SALE.

THIS Season's American HAMS and BACON in prime condition. Smoked Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.

MACGOWEN, FRICKEL & Co.
Hongkong, February 19, 1876.

FOR SALE.

200 Casks OLIVET from BORDEAUX. Apply to
LANDSTEIN & Co.
Hongkong, March 10, 1876.

BISCUIT FLOUR.

AN Excellent FOOD for INFANTS and CHILDREN.
MANUFACTURED SOLELY BY
THE HONGKONG & CHINA BAKERY Co., LIMITED.

In Tins Containing 6 lbs.

Hongkong, April 8, 1876. my8

FOR SALE.

THE Undersigned valuable LAND and BUILDINGS on Island, Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr (A. B. FALGOUTER).

THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with TAxation and ample Godowns; the Ground Floor are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to
JOHN NOBLE,
46, Queen's Road.

Hongkong, March 30, 1876. ap30

Auctions.

FURNITURE SALE.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 22nd April, 1876, at Noon, at the residence of L. HAUSCHILD, Esq., No. 46, Peel Street.

The whole of his Elegant HOUSEHOLD FURNITURE, comprising: Rep Covered Drawing Suite, Couches, Chairs and Easy Chairs, Centre Table, Gilt Frame Engravings and Mirrors, Card Table, Dining Table, Whatnot, Sideboard, Crockery and Glassware, Cutlery, Plated-ware, Bedstead, Ward-robe, Chest of Drawers, Washstand, Toilet Table and Mirror, &c., &c., &c.

Also,

A PIANO.
Catalogues will be issued prior to the Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
Hongkong, April 15, 1876. ap22

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions from the Mortgagees to sell by Public Auction, on

WEDNESDAY,

the 26th April, 1876, at Noon, at Ice House Lane Wharf,—

The Well-known Pontoon or Lighter "ADVANCE,"

Official Number 64,088, of 308 Tons Register, Built at Kowloon in 1871 of Oak, Elm, Beech, Manila Hard Wood and Oregon Pine, Well Fastened, Felted and Metalled to One foot and a half above Light Water Mark. The Vessel is well adapted for discharging steamers requiring quick dispatch and will carry a very large Cargo on a Light Draft of Water.

DIMENSIONS AS FOLLOWS:
Length, 130 Feet 6 in.
Breadth, 30 " 6 "
Depth, 8 " "

Also, The Well-known Pontoon or Lighter "DISPATCH,"

Official Number 64,088, of 200 Tons Register, Built at about the same time and place of Manila Hard Wood and Oregon Pine, Well Fastened, Felted and Metalled up to above Light Water Mark, and will carry a large Cargo on a Light Draft of Water.

DIMENSIONS AS FOLLOWS:
Length, 128 Feet 6 in.
Breadth, 30 " 6 "
Depth, 7 " 8 "

For further particulars and Inventory of Stores, apply to the Auctioneers.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7, and the Vessel will be at purchaser's risk after the fall of the hammer.
Hongkong, April 19, 1876. ap26

Entertainments.

CITY HALL.

MADAME CARLOTTA TASCA begs to announce that her CONCERT will take place at the above HALL,

SATURDAY NEXT,

Under the immediate PATRONAGE AND PRESENCE OF

H. E. SIR ARTHUR KENNEDY, K.C.M.G.; C.B.
VICE-ADMIRAL KYDER,
SIR JOHN AND LADY SMALE,
COL. DICKINS,
And the Officers of the 28th Regiment.

PROGRAMME:

PART I.
OVERTURE, "Semiramide," Rossini.
Solo PIANO, Andante
and Rondo Capriccioso, Mendelssohn.
SONG, "The Message," Blumenthal.
Solo PIANO, "Scherzo in B Flat Minor," Chopin.
SELECTION, "Faust," Gounod.
Solo PIANO, "Prelude in E Minor," Mendelssohn.
B. Lied, Mendelssohn.
Rondo (Il moto continuo) Weber.
An Interval of Ten Minutes.

PART II.
Solo EUPHONIUM, "Longing for Home," Hartman.
Solo PIANO, "Kigo-letto," Liszt.
ARIA, "La Traviata," Verdi.
Solo PIANO, "Hibernian Echoes," Ronville.
OVERTURE, "Les Diamans de la Couronne," Auber.

By the kind permission of Col. Dickins and Officers, the Band of H. M. 28th Regiment will play the above Orchestral Pieces.—Conductor, Mr E. P. HURST.
Reserved Seats, \$2.00
Unreserved Seats, \$1.00
Doors Open at 8.30. Commence at 9.

Tickets to be had at Messrs LANE, CRAWFORD & Co., where a plan of the Hall may be seen.
Hongkong, April 20, 1876. ap23

THE Officers of H. M. S. Topaze will give an AMATEUR PERFORMANCE at the THEATRE ROYAL, CITY HALL, on MONDAY, 24th Inst., in aid of Local CHARITIES.

The Performances will commence with the Petite Comedy of

"WHO SPEAKS FIRST?"

To conclude with the Burlesque of

"VILKINS AND HIS DINAH."

ADMISSION: \$2.

Tickets at LANE, CRAWFORD & Co.'s on and after Wednesday, 19th inst.

Hongkong, April 17, 1876. ap24

CHOU KI CHIH,

THE CHINESE COLOMBUS.

THE SHANTUNG GIANT is now on exhibition at the ORIENTAL HOTEL, No. 4, Wellington Street. From 10 a.m. to Noon, from 3 to 6 p.m., and from 8 to 10 p.m.

ADMISSION: 50 Cents.

Tickets at the Hotel Bar.

The Public are respectfully informed that Chou Ki Chih will only be exhibited in Hongkong for a few days previous to his departure for Philadelphia, U. S.

Hongkong, April 19, 1876. ap26

Shipping.

Steamers.

FOR MANILA.

The Steamship "ESMERALDA," Captain THEBAUD, will be despatched as above on SATURDAY, the 22nd Instant, at Noon.

For Freight or Passage, apply to

A. MACG. HEATON,
Agent.

Hongkong, April 19, 1876. ap22

STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.)

The P. & O. S. N. Co.'s S. S. "SUNDA"

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG.
INLAND LOT 82.—The well-known House and Office lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound. The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.
MARINE LOT 111, WANCHAL.—First-class and extensive Godowns.
Annual Crown rent, \$324.

AT YOKOHAMA.
Lots No. 6 AND NO. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden, all round, Office, Godowns, Servants' Quarters and Outhouses. Area, 1,064 Taubos of 39 square feet.
Annual Ground rent, \$263.78.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floor Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 564 Taubos.
Ground rent, \$164.37 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL,
T. G. LINTSEAD,
Trustees A. Heard & Co.'s Estate,
23, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

FOR SALE.

1 VERY Handsome PHAETON.
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

Apply to L. MALLORY,
No. 2, St. John's Place.

Hongkong, April 19, 1876.

Notices to Consignees.

RUSSIAN STEAMSHIP RUSSIA,
CAPT. GERARD, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Goods remaining in store after the 28th instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary is given until 4 o'clock this afternoon.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, April 15, 1876. ap23

FROM SAN FRANCISCO.

THE S. S. Vancouver having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents, S. S. Vancouver.

Hongkong, April 17, 1876. ap24

FROM BANGKOK.

THE S. S. Beilke, Captain BUCHANAN, having arrived from the above Port, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature, to the Undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents, S. S. Vancouver.

Hongkong, April 18, 1876. ap25

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. ANTONIO, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 26th inst., for shipment per S. S. Glauco.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 19, 1876. ap26

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *Antenor* are hereby notified that the Cargo is being discharged into craft and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 19th April, 1876.

Goods undelivered after 26th April, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 19, 1876. ap26

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEIKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. *Suphrate*, from London, in connection with the above Steamer are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained from TAVANAI, the 20th instant, at Noon.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before the 18th, at 6 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Wednesday, the 26th instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 19, 1876. ap26

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer *Tigre* from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will lie at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for this port.
G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 5, 1876.

To-day's Advertisements.

FOR MANILA.

The Steamship "GUNGA" will be despatched as above TO-MORROW, at Noon.
For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, April 21, 1876. ap22

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Captain NORDREU, which left YOKOHAMA on the 19th instant, for this Port, will take Cargo here for Marseilles, &c.
For Passage and Freight, apply to G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 21, 1876.

FOR MELBOURNE & SYDNEY.

The A 1 British Barque "MARQUEE D'ARCY," Captain McKERRON, will have immediate dispatch for the above Ports.
For Freight or Passage, apply to ROZARIO & Co.
Hongkong, April 21, 1876.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 26th April, 1876, at 2 p.m., at his Sales Room, Queen's Road,—

A Collection of Chinese and Japanese CURIOS, comprising:—Lacquered ware, Enamelled Vases, Cups, Bowls and Jars, Porcelain Vases, and Ornaments, Satsuma Vases, a variety of Bronzes, Ivory and Wood Carvings, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 21, 1876. ap25

POSTPONEMENT OF SALE.

FURNITURE SALE.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

WEDNESDAY,

the 26th April, 1876, at Noon, at the residence of L. HAUSCHILD, Esq., No. 46, Peel Street,—

The whole of his elegant HOUSEHOLD FURNITURE, comprising:—Rep Covered Drawing Suite, Couches, Chairs and Easy Chairs, Centre Table, Gilt Frame Engravings and Mirrors, Card Table, Dining Table, Whatnot, Sideboard, Crockery and Glassware, Cutlery, Plated-ware, Bedstead, Wardrobes, Chest of Drawers, Washstand, Toilet Table and Mirror, &c., &c., &c.

A PLANO.

Catalogues will be issued prior to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. Hongkong, April 21, 1876. ap26

SHIPPING.

ARRIVALS.

April 21, *Yangtze*, British steamer, 783, E. Schuitze, Shanghai April 16, General.

April 21, *Emeralda*, British steamer, 395, E. Thebaud, Amoy April 19, Swatow 20, General.—A. MACG. HEATON.

April 21, *Tallas*, from Whampoa.

April 21, *Asia*, Danish steamer, 860, Molsen, Bangkok April 14, Rice.—Wm. PUSTAU & Co.

April 21, *Glauco*, British steamer, 1588, G. B. Dickie, Saigon April 17, Rice.—ADAMSON, BELL & Co.

April 21, *Victor*, Norwegian brig, 247, Sorensen, Newchwang April 9, Beans.—EDWARD SCHULHASS & Co.

April 21, *Pano*, Danish barque, 337, S. L. Norby, Newchwang April 1, Beans.—SCHULHASS & Co.

DEPARTURES.

April 21, *Boten*, for Australia, &c.

21, *Meikong*, for Shanghai.

21, *Montgomeryshire*, for Saigon.

21, *Braemar Castle*, for Saigon.

21, *Anna Bella*, for Newchwang.

21, *Pattay*, for Cebu.

21, *Noemi*, for Manila.

21, *Martin*, for Tientsin.

21, *Yangtze*, for Canton.

21, *Ningpo*, for Shanghai.

21, *Viking*, for Shanghai.

OLDFARE.

Mary Whitridge, for San Francisco.

Haze, for New York.

Norva, for Swatow.

PASSENGERS.

ARRIVED.—Per *Yangtze*, Mr A. G. Morris, and 20 Chinese.
For *Emeralda*, 63 Chinese, for Hongkong, and 187 for Manila.
For *Asia*, 20 Chinese.
DEPARTED.—Per *Meikong*, for Yokohama, Mr Nisio and servant, Mr and Mrs Burrows and servant.
Per *Meikong*, for Shanghai, Messrs Postner and servant, Moral, J. M. and G. T. Postlethwaite.
Per *Braemar Castle*, 28 Chinese.
Per *Boten*, 480 Chinese.
TO DEPART.—Per *Mongolia*, for Singapore, Chun Chuk Lee. For Bombay, Messrs Scott and R. K. Brance. For Southampton, Messrs J. Symonds, J. F. Parsons, R. Fairman, Middleton and G. F. Johnson, Mrs King, 3 children and nurse, Dr. and Mrs Scott and family and native servant. For Venice, Mr A. Case.

SHIPPING REPORTS.

The British steamer *Yangtze* reports: had moderate N.E. winds with rain and thick fogs the whole passage. Anchored off North Saddle for 12 hours. Passed two French men-of-war and the *Amoy* off Pyramid Point.

The Danish steamer *Asia* reports: fine weather throughout, with Southerly winds. The British str. *Glauco* reports: fine weather and light S.E. winds first part of passage, since yesterday fresh Northerly winds and cloudy weather.

The Norwegian brig *Victor* reports: first part of passage light winds and calms, latter part light N.E. winds with thick weather and much rain.

The British steamer *Emeralda* reports: rainy and thick weather throughout the passage. In Amoy.—Steamers *Norva*, *Namoa* and *Gunga*. In Swatow.—Steamers *Swatow* and *Olympia*.

Shipping Intelligence.

HOME SHIPPING.

The following is taken from the latest London Papers:—

DEPARTURES.

Jan. 6, *Annie Braginton*, from New York to Shanghai.

Jan. 6, *Ottercop*, from Cardiff to Hongkong.

Jan. 6, *Lycka TH*, from Cardiff to Hongkong.

Jan. 10, *Echo*, from London to Hongkong.

Jan. 11, *Titian*, from Penarth to Hongkong.

Jan. 13, *Anipodes*, from Cardiff to Hongkong.

Jan. 17, *Alex. McNeil*, from Cardiff to Hongkong.

Jan. 17, *Onward*, from Liverpool to Hongkong.

Jan. 18, *Sophie*, from Cardiff to Hongkong.

Jan. 20, *Forward Ho*, from London to Yokohama, &c.

Jan. 22, *Flutshire* (str.), from London to Penang, &c.

Jan. 31, *Lord Macaulay*, from Newport to Hongkong.

Feb. 1, *Nearhus* (str.), from Cardiff to Hongkong.

Feb. 2, *Evelyn*, from London to Hongkong.

Feb. 4, *Undine*, from London to Shanghai.

Feb. 6, *Paul Marie*, from London to Shanghai.

Feb. 6, *Scotia*, from London to Hongkong.

Feb. 8, *Kaisow*, from London to Hongkong.

Feb. 10, *Whittier*, from San Francisco to Manila.

Feb. 17, *Naples* (str.), from London to China.

Feb. 24, *Hohenstaufen* (str.), from Bremen to Hankow.

Feb. 25, *Susanne*, from Hamburg to Shanghai.

March 2, *Mary L. Stone*, from Cardiff to Hongkong.

March 5, *Glenlyon* (str.), from London to Shanghai.

March 8, *Glaucus* (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Sumatra. Lorne.

Fleets Castle. Glenalloch.

Tobishatohoff. Glenfinlas.

Sailing Vessels.

Cashmere. Ada.

Lothair. Peers.

F. S. Thompson. Wylo.

Hallowden. Edymion.

Moss Glen. Min.

Melbrek. J. C. Munro.

Lucia.

At Liverpool.

Ajax (str.). Auchis (str.).

Oregon.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For SWATOW.—

For NORA, at 7.30 a.m. To-morrow, the 22nd inst.

For MANILA.—

For *EMERALDA*, at 11.30 a.m. To-morrow, the 22nd inst.

For SHANGHAI.—

For *GALLEY OF L'NE*, at 1.30 p.m. To-morrow, the 22nd inst.

For SWATOW, AMOY & FOCHOW.—

For *YESSO*, at 5 p.m. on Saturday, the 22nd inst.

For SAIGON.—*BRAEMAR CASTLE*

Postponed until further notice.

MAILS BY THE ENGLISH PACKET.—

The English Packet *MONGOLIA*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 22nd inst.

The following will be the hours of closing the Mails, &c.:—

Friday, 21st inst.—

5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the Night Box, which remains open all night.

Saturday, 22nd inst.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m. Letters may be posted on to payment of a Late Fee of 18 cents extra postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m. Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m. Posting on Board ceases.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 19, 1876. ap22

POST OFFICE NOTIFICATIONS.

MAILS BY THE FRENCH PACKET.

The French Packet *Packet SINDH*, will be despatched on SATURDAY, the 29th inst., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 28th inst.—

5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 29th inst.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 20, 1876. ap29

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GALLIC*, will be despatched on MONDAY, the 1st May, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post Office closes.

2.30 p.m. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 4 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be registered through, but only to San Francisco (8 cents).

The following are the charges on Correspondence thus sent:—

Per half ounce.

Hongkong 1 cent.

U.S. 5 cents.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward Island, Bahamas, Nassau, New Providence, Aspinwall, Bermuda, Bogota, Carthag

and that they were both very powerful men.

LITTLE further has as yet been heard regarding the wreck of the *Kwangtung*. The *Str. Douglas, Hailong, and Peiho* were sent out to the scene of the disaster on Wednesday, at which time the *General* left Amoy. Nothing was known of the accident in that place excepting that they had heard by telegraph from Hongkong. In Swatow it was currently reported that the *Str. Olympia* had been offered \$2,000 to stay by the wreck, but her Captain had thought fit to refuse it.

At the Marine Court to-day, Theo. Sullivan and William Broad, two seamen, were charged with wilfully remaining behind from the French Barque *Noemi*. It appeared from the evidence of the Superintendent of Shipping that the defendants had shipped on board the *Noemi* on the 13th inst., and had each received a month's advance. The first defendant had nothing to say in defence, and the second said he stopped on shore drunk. They were each sent to one month's hard labour.

Tong Ayui, master of the junk *Yung Lee*, was charged with carrying stinkpots on board, contrary to section 1, Ordinance 2, of 1876. The defendant, who said he carried them on board in lieu of mukete, was fined \$1 or two days' imprisonment.

Police Intelligence.

(Before the Hon. C. May.)

April 21, 1876.

BURGLARY.

Fan Aying and another were charged on suspicion of having committed a burglary in house No. 30 Second Street, Saiyung-poon, and stealing therefrom a quantity of clothes, the property of two women who lived on the ground floor of the house. On the application of Inspector Satten, the case was remanded for enquiries.

A STRAGGLE.

John Anderson, a seaman on board the American barque *Jonathan Chase*, was charged with having deserted from the ship. He was arrested by the Police on a descriptive return. The defendant was ordered to be taken on board his ship.

LARCENY.

Two coal-coolies working on board the French steamer *Met-kong* were detected in the act of stealing some pieces of copper pipe. There was no direct evidence against the second prisoner, and he was discharged, but the first was sent to two months' hard labour.

FOND OF BEEF.

Wong A U, an assistant cook at the Victoria Barracks, was caught stealing about eight pounds of beef from the ration supply. Staff Sergeant Wm. Leonard conclusively proved the case, and the defendant was sent to four months' hard labour and to be exposed for one hour in the stocks in the vicinity of Victoria Barracks.

ASSAULT.

William Robert Drew, seaman H. M. S. *Topaze*, was charged with assault. Low Ah-wah, who described himself as the comrade of Mr. Boston, stated that about 9 p.m. he was walking in Queen's Road near No. 5 Station with a friend. He heard the sound of some chair coming from behind and walked on one side to get out of the way, while his friend went over to the other side. As the chair passed along, the defendant who was inside of it struck him on the forehead with a cane and inflicted a mark. He also struck out in the opposite direction and hit his friend. A Policeman was called and the defendant was arrested. Fined \$1 for each assault.

China.

SHANGHAI.

A Szepchen correspondent writes that the Literary Chancellor of that province has circulated very widely among the literati a memorial supposed to have been addressed by him to the Emperor, and strongly hostile to foreigners in tone. Its circulation is said to have given rise to disgusting placards, and to much hostile feeling. It is to be presumed that if the document can be traced to its alleged author, it will be made a matter of complaint against him at Peking. That an official holding such an influential position should venture to circulate an inflammatory document of the kind is rather extravagant.—N. C. D. News.

CHINESE.

Sales of Piece Goods during the past week have been very unimportant, and this is no doubt owing to the unsteady feeling prevailing in Shanghai; although the dealers say that it is on account of the want of water in the Creeks, which prevents laden boats from approaching some of the principal marts in the interior. The prices given below are merely nominal quotations, at which holders would be glad to sell. Grey Shirtings.—3½ lbs. Red Phasant Tia. 1.78 a 1.77 per piece. Blue Gile Tia. 1.78 a 1.74 per piece. Pagoda Tia. 1.70 a 1.71. 7-lbs. Red Phasant Tia. 1.63 a 1.55 per piece. Horse and Jockey Tia. 1.46 a 1.50 per piece. T-cloths.—Gold Dragon 7-lbs. Tia. 1.41 per piece. Silver Dragon Tia. 1.33 a 1.34 per piece. Two-Clash Tia. 1.81 per piece. Sandal-wood.—The demand being weaker and native holders anxious to clear, the price of best cargo has declined to Tia. 8.60 per picul. *Matina Opium*.—The market is overstocked with inferior quality which is difficult to realize; good to best new is in fair demand at Tia. 436 a 438 per picul.—N. C. D. News.

NEWORWANG.

Messrs. Bush Brothers write on the 3rd April:—Our port opened for business with the arrival of steamship *Shanes*, on 23rd ultimo—the ice having broken up on 20th idem. The tug steamer *Little Orphan* came in on 25th, and it is to be hoped the Pilots, who own her, will be well supported, as she supplies a want which has

frequently been wished for by shipmasters and others. The steamer *Shanes* and *Dragon* brought fair quantities of manufactures, and the stock was increased by the arrivals of sailing vessels also. During the last week, however, the demand has been quite brisk. About 600 bales Drills and 400 bales of other Goods have been placed.

Opium.—*Matina*.—The stock was not all disposed of during the winter, and holders now are willing to accept Tia. 450, at which rate, however, native consignees can only dispose of small quantities, and unlimited credit is asked for.

Produce keeps up, and we quote:—Beans.—Tia. 3.70 per 10 ps. Peas.—Tia. 2.92, 100 c. Oil.—Tia. 8.70, 95 c.

Freights.—Tonnage is asked for, but at much lower rates than generally rule at this season. British barque *Hilda* only obtained 20 cents for Swatow, with 20 lay days. The only "seeking" vessel in port is British brig *Luna*.

ACTION TO RECOVER DAMAGES.

Sir Edmund Hornby has been occupied some time in the Supreme Court at Shanghai, with the case of Chang Van Ho and others v. The China Navigation Company. It was a claim to recover damages instituted on behalf of Chang Van Ho, owner of the junk *Yung Chuen*; Jen Fho Sun, owner of cargo on board; and of the crew, against the British S. S. *Tuscan* and against the China Navigation Company, Limited, the owners of the steamship *Tuscan*, intervening. The amount of damages claimed was not mentioned in the petition, but had been given for the *Tuscan* to the extent of Tia. 25,000.

The petition on behalf of the plaintiffs was as follows:—

1.—The late junk or vessel *Hung Chuen*, of about 6,000 piculs capacity, and named and navigated by a crew of 17 hands, all told left Shih-shi-way on the 19th day of the 9th moon of the 1st year of Kwang-sun, with two passengers and a cargo of 4,000 bags of salt—of 104 catties a bag—bound to Changsha. The said junk was then and at time of the collision, hereafter pleaded, tight, staunch and strong, and in every respect fit for her said voyage.

2.—At sunset on the 19th day of the 10th moon of the first year of Kwang-sun, the said junk (as she was by the regulation or custom bound to do) brought up and cast anchor in the River Yangtze, at a place called Hsueh-yung, about 7 li above the island known as the Little Orphan, and on the north-west side of the river, just below Satchow point, a fit and proper place for the junk of the class of the *Hung Chuen* to anchor, and there she remained until the time of the said collision.

3.—The said junk exhibited a bright light at her foremast, and the watchman (who is one of the 4 officers of the junk) was on deck on look-out. The night was clear but dark. The wind was a good breeze from about N.W. by W. The current was running comparatively slack.

4.—About 8 o'clock of the evening of the last mentioned day, and under the circumstances above-mentioned, the mast-head light of the said steamship *Tuscan* was seen by the man on look-out on board the said junk, about a-head of the junk, and about a third of a mile distant, coming down the river, and round the point which was immediately above where the junk was lying.

5.—A gong was beaten on board the said junk, and her people called up on deck, and the steamer was hailed to keep out on the other side.

6.—The *Tuscan* continued her course, and before the junk people could do anything to prevent the collision, ran into the said junk, her stem striking the said junk on her port side, between the second and third masts with great force.

7.—On the collision occurring, the third or main mast of the junk fell on the steamer, and by this mast some people on board the junk scrambled on board of the said steamer; but the crew, or some other persons on board of the said steamship, out away the mast with an axe, and the said junk sunk immediately afterwards, and two of the people on board of her were drowned.

8.—Steamer partly lowered a boat, but did not render or offer to render any assistance to the junk nor the people on board of her.

9.—The people on board the junk lost all their effects, and the property they had on board of her.

10.—The aforesaid collision and the losses and damages consequent thereon are imputable solely to the improper navigation of the said *Tuscan*, and the negligence and default of those on board her, and the same are in no way imputable to the *Hung Chuen*, or any person on board of her, who had no power to do anything to avoid or prevent the said collision.

The following is the answer of the defendants to the above petition:—

The answer pleaded, as to the 1st, 4th, 5th, and 6th paragraphs—ignorance; that the statements were true or otherwise; as to the 2nd, 3rd, 8th, and 10th paragraphs, simple denial—except as to the allegation in the 3rd about the darkness of the night, which was admitted. The 6th and 7th paragraphs of the answer were as follows:—

6.—In answer to the 6th paragraph of the plaintiffs' petition, I say that, on the evening of the day mentioned in the second paragraph of the plaintiffs' petition, the *Tuscan*, while coming down the River Yangtze came into collision with a junk, and struck the junk on her port bow, but whether the said junk was the junk mentioned in the plaintiffs' petition, or whether the junk was struck between her second and third masts, defendant has no knowledge. The averment in the said paragraph that the *Tuscan* continued her course, and before the junk people could do anything to prevent the collision, ran into the junk, is untrue.

7.—In answer to the 7th paragraph of the said petition, I admit that the main mast of the junk with which the *Tuscan* was in collision fell on the steamer. I deny the truth of all the remaining statements in the said paragraph, except that I admit that the junk with which the *Tuscan* was in collision sank; and I have no knowledge whether two of the people on board her were drowned or not.

Judgment was delivered on the 13th inst. His Lordship in the course of his judgment said:—The learned Counsel for the defence, said I must either believe his evidence, or believe that all his witnesses—five of them being Europeans—are perjured. I answer that I am not called upon to do anything of the kind—although, if it were necessary, I should not shrink from the alternative, painful as it must be; but

I have the authority of the learned Admiralty Judge who tried the case of the *East Lothian*, for saying that "we must always in these cases endeavour to come to a conclusion without imputing perjury to the one side or the other." I think I can come to such a conclusion in this case. I have said that I feel bound to give a preponderance to the evidence of the plaintiffs; and I have stated my reasons for so doing; and I am of opinion that he has sufficiently proved his case *secundum allegata et probata*. I do not wish to put it higher than this. I do not say that I am satisfied the plaintiffs' junk was at anchor and that it was not under sail; but what I do mean to say is, that looking at the evidence on both sides, and feeling that it is my duty to weigh the value of the evidence as adduced by each side as a whole, I cannot do otherwise than say that, in my humble judgment, after weighing that evidence according to the rules which I think should govern judges in cases of this kind—namely of flat contradiction—I am bound to find that the evidence of the plaintiffs is more reliable than that of the defendants.

But it is possible that the junk may have been on the look-out for a better anchorage, which one witness stated he thought was to be found a mile or two higher up (although it could have equally reached it by keeping along the north bank) which would account for her being under sail at that time. Or she might have anticipated by an hour the rising of the moon, with the view of continuing her journey, as the wind was fair. Upon either of these hypotheses it is possible that the junk was under sail. But, again, as regards the steamer, it is also possible that as the high land on the south shore threw a deep dark shadow on the water, the night being dark, those on board of her fancied she was nearer to the south bank than they really were. For if they kept a distance from the edge of the shadow equal to that which had the night been bright, they would have kept from the shore, they would have been much nearer the northern shore than their proper course. And this would in a measure account for the prompt order to sound on the port (i.e. the northern) side of the str., given at the moment of the collision, which looks as if at the moment those in charge of her suddenly began to doubt whether they had not by some chance or other got too near the northern shore.

So far, then, as regards probabilities (*pro et con*), which I hold to be equal on either side.

Then as to the consistency with itself of the evidence on each side. As far as regards the plaintiffs, although neither their attention nor the attention of the Court was in the least directed to the nature of the defence, viz. to the assertion that the junk was under sail and not at anchor, and notwithstanding prolonged cross-examination I failed to discover one single inconsistency in the evidence of the seven witnesses called—two of whom were not connected with the junk except in so far as one was a passenger, and the other was a life-boat man who saved one of the crew. Each of these witnesses told his story, as the events narrated by him presented themselves to his knowledge. For instance, one said the water came up to his ankles on the deck of the junk, and the other up to his knees. One said that he scrambled up the fallen mast on to the deck of the steamer, while another said he didn't know, being old and too frightened, how he got on to the deck of the steamer. A third said he was knocked down, while only one other said he saw him knocked down, the others saying they did not see him knocked down because they were looking after themselves. It is of course possible that the story told by all was one concocted by them in common; but I confess that apart from the prejudices which exist against Asiatics as the witnesses of truth, there was nothing in the evidence itself, or in the mode in which it was given, that made me think the evidence was pre-arranged.

Next, as far as regards the defendants. I must first begin by saying they have, unlike the plaintiffs, the advantage not only of knowing the plaintiffs' account of the accident, but, unlike the plaintiffs, they knew their own account of it. To cross-examine the plaintiffs' witnesses with a knowledge of their own defence, was a simple task compared with that of cross-examining the defendants' witnesses, with a defence sprung upon them at the last moment. I need not only the cross-examination, but the examination—chiefly of the defendants' witnesses without exception, disclosed a variety of statements or accounts of the same transaction varying from each other. It would take too long for me minutely to state every one of these differences. Some of them are no doubt trifling, and bear with little or no weight upon the material facts in dispute, and I am not prepared to say that in an ordinary case, where the question of credibility to be attached to each side was not the only one to be decided, I should attach much importance to the majority of these discrepancies. But in this case, where I am called upon to decide which set of witnesses is upon the evidence deposited by each entitled to most credit, these otherwise unimportant differences become of the utmost importance! And although they may be on points immaterial to the main issue yet they are material when the object is to ascertain which is entitled to credence and which is not. If a man tells me a series of facts which turn out to be untrue according to the statement of these facts by another person who is called to support him, I naturally discredit his evidence; and if a number of people called to depose to the same facts give various accounts of those facts, although on one or two important points they agree, a doubt naturally arises in my mind as to whether I ought to place implicit credence on the latter class of facts, when with reference to the former, I can come to no other conclusion than that some are not telling the truth. To my mind, they present the appearance of being all tarred with the same brush, and on the simple question of credibility, stand in unfavourable comparison with those who on no less as well as great points stand the test of the most adverse criticism.

I do not impute perjury to the defendant or his witness. I think it consistent with his evidence that he was misled—that, intent as he was and his witnesses were on looking at the light he first saw as dim, under or on the high land—that being much further over on the North Bank than he thought he was—misled as he also probably was by the deep shadow thrown on the water by the high land, with his helm a starboard following the bend in the reach, the effect of his putting his helm hard a starboard to avoid the possible, and to him apparently approaching danger of a sail a point on his starboard bow, he ran into a

junk—the plaintiffs' junk—which was lying at anchor unobserved by him on his port side, and here I must notice a point that was not taken or even noticed by either side on the trial. If this was so, it has yet to be accounted for how the mast of the junk fell over the starboard side of the steamer. I account for it in this way, that the way of the steamer having been partially stopped by the engines being moved full speed astern, the collision with a vessel at anchor fully stopped the steamer, and that before the mast fell she swung to the stream or current, in which case she, after striking the junk on her port bow, would present her starboard side to the junk, and thus receive the falling mast on her starboard bow. I think I am bound also to account for the sail appearing, if it did appear, on the deck of the steamer. A mast is ordinarily secured by stays, a sail is hoisted or lowered by halyards which are made fast to the bits or cleats fixed on the sides or bulwarks of the ship. As soon as the mast was detached from the junk, this is, torn out of the junk by the collision, and balanced as it were on the fore deck of the steamer, the moment the junk sank, which it is in evidence on all sides it did do, the effect would be that the halyards fast to the bits or cleats would sink also, and the immediate result would be that the sail would be raised by its yard, acted on by the sinking halyards, to the block on the top of the mast, with the same rapidity as the junk sank and to the same height until the halyards gave way, which of course they would on the first check, and in this way, as the junk sank, so would the sail and the yard rise on the mast. Moreover, it must be remembered the sail was not furled in the sense that Europeans understand by the term furling; it was simply lowered, and not lowered on to the deck of the junk, but only on to the top of the houses and cabins. Now it is in evidence that the junk's deck is about 5 feet above the water line; on this deck are the cabins or houses about another 5 or 6 feet in height; so that the place whereon the lighted but unfurled sail rested with its bamboo ribs, which would take another two feet of room, was really on a level with the foredeck of the *Tuscan*, which it is in evidence was, by reason of her being deeply laden, about 10 feet from the water; so that looking at the apparent level and the action by the halyards when the junk sank, it is easily conceivable how the sail found its way on to the deck of the *Tuscan*.

As the consequences of my judgment, I intimated that my conscience was clear of doing an unintentional wrong to the defendants. This may require explanation—what I meant by that expression is simply this—that whether the junk was at anchor or not, whether the plaintiffs had proved their case according to the technical rules of Admiralty pleading and procedure *secundum allegata et probata*, I am satisfied, as was also the Nautical Assessor, that even under the assumption that the junk was sailing, the *Tuscan* was wholly in the wrong in the way she was navigating the river. On a dark, hazy night, with a current running at the rate as the defendants' preliminary act states, of 2 knots and a half an hour, she goes on at full speed, 9 knots over the ground. She sees a light on her starboard bow; to say the least, she is in doubt as to the course the vessel showing that light is steering; yet she neither blows her whistle, or does anything to attract attention, only lessens her speed when within 180 or 200 yards of it, but had a starboard an already starboard helm. I am, moreover, of opinion that her masthead light on her funnel amidships was not in accordance with regulations; mind, I do not say that these facts influenced my decision, but I mention them to explain the expression I have made use of, that if even I was wrong in my estimate of the comparative value of the conflicting testimony before me, I should still feel that the *Tuscan* was in the wrong and was the cause of the collision which resulted in the loss of the plaintiffs' junk.

The effect of my Judgment is, that I award the balance of credibility to the evidence of the plaintiff and his witnesses—that I find it confirms the statement in his petition *secundum allegata et probata*, and decree accordingly that he and the owner of the cargo recover in this suit, with costs.

DECLINE IN PACIFIC MAIL STOCK.

Time has effected wonderful changes in the value of Pacific Mail Company's shares. In the palmy days of the Company, when the business was confined to the single line between New York and San Francisco, and when able men were in the management, this was one of the highest priced stocks on the boards in Wall Street. The capital of the Company is \$20,000,000, and years ago the stock sold as high as 180 per share, or 80 per cent. premium. Extension of business, loose management and stock jobbery have brought the price of shares under 50 for some time. There was a period of several weeks last year when the stock sold at from 40 to 45 per share, but the most part the extremes were from 40 down to 31. In January, 1876, the stock was steady at \$79.30. The talk of an opposition line began to assume a serious form about the price was depressed from 38 to 30. On the 1st instant the quotation was 29. The clearance of the first opposition steamer on the 2d sent the price to 24, and to-day the quotation comes through at 21. If the opposition was meant to frighten out stock, it has been quite a success.—S. F. Bulletin.

THE NEW ISTHMIUS STEAM LINE.

For some time an opposition steam line has been threatened between New York and San Francisco, via Aspinwall and Panama. Years ago a rival line was quite successful, and business on the Isthmus was lively. The opening of the railroad across the continent drew largely upon the Steamer freight traffic, and not only killed all opposition, but reduced the number of trips of the regular line to two steamers per month. This of course has led to diminished receipts on the part of the Panama Railroad Company. This railroad is one of the shortest and most profitable in the world. Its business, however, is dependent entirely upon the success of the steamers. Hencefore a very lucrative arrangement has existed between the Panama Railroad Company and the Pacific Mail Steamship Company. The contract is drawing to a close, and all efforts to renew it, on terms acceptable to the Railroad Company have failed. Hence the recent movements in the direction of an opposition line. At first the Panama Railroad Company attempted to compass the object, but found insurmountable obstacles in the way, involving the loss of charter rights. There is always a way,

however, of evading legal enactments, and it is believed that such a way has been found in the enterprise which has been formed under the name of the Panama Transit Company. At any rate, the movement has been so far successful as to indicate a bona fide attempt to start an opposition line. The pioneer steamer of the new line has actually sailed from New York. She is a comparatively new iron propeller of 1,600 tons, bearing the name of *South Carolina*. She left New York on the 3d direct for Panama via the Straits of Magellan, and is expected to arrive some time next month. The steamers *Georgia* and *Clyde* will follow this month. A steamer will leave New York about the 7th April for Aspinwall to connect at Panama with the *South Carolina*, which will immediately proceed to San Francisco. The line at first will be semi-monthly. Negotiations are pending for the construction of five new iron propellers of large class, and by the 1st of January next, it is hoped there will be four steamers per month. This is certainly one of the most inviting fields for such an enterprise that can be presented. Every year the transit trade between New York and the East Indies must steadily increase. The traffic already severely taxes the facilities of the railroad and the present steam line to Panama. The business ought to double within ten years. The trade to Australasia will also contribute to the same end. Then there is the commerce with Mexico, Central and South America. Comparatively little of this trade is enjoyed by the United States, whereas the bulk of it may be transferred to this country with properly directed effort. Mexico and Central America abound in rich natural resources, and all the prominent ports should be regularly visited twice a month by the Panama steamers. Peru produces the best Sugar in the world, and a demand for the product here would do much to encourage and develop this leading industry there. There is no reason why we cannot use large quantities of Nitrate of Soda from Peru and Linseed from Chile, and in turn supply them with manufactures now so largely imported from Europe. The object is certainly worth the effort.—S. F. Bulletin.

A PERFECTLY WELL-DRESSED WOMAN.

She was not beautiful, nor even pretty; she had not even a fine figure. But as she approached the august presence I was conscious of a subtle sense of pleasure. As she came nearer and nearer, this increased, and when it became all too certain that it was not her beauty which awoke this delightful sensation, there was a moment of thoughtful hesitation, and then it became clear enough that it was the woman's dress that was so beautiful, and that it was the extreme rarity of that particular kind of beauty which made the sensation. Of course we must tell what this dress was. It was a simple loose gown high upon the shoulders, girdled closely but not tightly at the waist, and falling in light, easy folds not to the ground, but nearly to the ground behind and not quite so low before, so that as the woman walked not even the hem of her garments swept the sidewalk. There was not a flounce, or a pleat, or a patch of trimming of any kind upon the dress, the skirt of which was simply enough to afford perfect ease of motion and to be graceful, but was not full, was not tied back, did not hang over a bustle, and there was no overskirt. The material was muslin, or some cotton stuff, and it was not starched. It did not stand stiff, or break up into patches, or make a rustling and a crackling as she walked. It was soft in texture, and in its outlines, and in its details. Had it no ornaments at all? Yes, indeed. Around the bottom hem, at the wrists and at the throat there was a narrow figured border of blue, beautiful in design and color, which gave the dress a perfect finish, and was attractive in itself, without being at all obtrusive. Over this dress she wore a bright, light garment of the same material, sleeveless and to the hips. The costume might have been worn by a Greek woman, Asia herself, to the delight of Pericles, and yet there was nothing about it which seemed outre or even strange, except its simple elegance.

COMMERICAL.

Hongkong, April 21. The market for Bengal Opium has been languid during the short interval that has elapsed since last notice. The high cost of both New and Old Patna appears to be the chief deterrent to operating beyond what is needed for actual wants; and this appears to be more against the old drug, for which the demand is becoming diminished. The average of the fourth sale of the year showing lesser cost for New, the holders of Old have evinced less firmness in adhering to their terms; consequently, the rate for it has declined from that last quoted, and not much confidence is entertained in the future ruling of it. To-day's quotations are \$620 for New, and \$607 for Old.

Old Benares is also becoming in less favor, though the absence of new drug has tended to support the rate for it, so far. The present quotation is \$582. New nominally quoted at \$620. In the absence of any addition to the last noted receipts, the stock has been reduced to 1,600 chests, against 1,200 chests at the corresponding date last year. During the interval under notice some 250 chests have been taken by the local consumers, against 400 chests at the corresponding fortnight last year. Of the above stated, stock 400 chests are Benares, of which kind 350 chests comprised the stock same time last year.

Messrs. HEINEMANN & Co.'s Freight Circular for the Mail of Saturday, 22nd April, says:—The alteration in the time of departure of the mail leaves a shorter interval than usual since the date of last Report. Business in chartering has been on a most limited scale, to settlement having been effected homeward, while demand for sailing vessels for coasting is extremely dull, and there has been but little enquiry for steamers for the Rice Ports.

Homeward, a moderate amount of business is offering for sailing vessels both from the Philippines and China Ports, but a scarcity of ships has prevented any charter being effected, and rates are therefore quite nominal. Coastwise, business is also limited by the scarcity of tonnage. Demand for the Northern Ports is slack, but for Saigon and Bangkok late rates can be obtained for sailing vessels. There is a lull in the Saigon market for steamers and to-day 18 cents is the nominal quotation to this port. The British bark *Yarra*, 494 tons, will load at Yoko under charter, effected in Amoy.

The disengaged tonnage in port amounts to 6 vessels, registering 3,152 tons. The following are the settlements:—British sch. *Franz*, 148 tons, to Sydney, private. British barque *Anna Bella*, 334 tons, Newchwang to Hongkong, 29 cents per picul, 20 lay days. German barque *Bonito*, 524 tons, Bangkok to Hongkong, inside the Bar 28 cents per picul, (outside the Bar) 28 cents per picul, 84 lay days. British steamer *Orohis*, 1137 tons, Nagasaki to Hongkong, \$1, per ton of 20 cwt., 10 lay days. British steamer *Oxfordshire*, 1228 tons, Saigon to Hongkong, 20 cents per picul, 12 lay days. British steamer *Cawdor Castle*, 1410 tons, Saigon to Hongkong, 21 cents per picul, 10 lay days. British steamer *Abbotsford*, 649 tons, to Singapore and Penang, \$4,000 in full.

Messrs DEACON & Co.'s Canton Market Report, dated Canton, 20th April, says:—

Owing to the change in the time of the departure of the mail, usual at this season of the year, only nine days have elapsed since the date of our last report.

There has been rather more activity displayed in our market for Congous, and settlements are reported to reach nearly 4,000 boxes at prices ranging from Tia. 22 to Tia. 26: these prices show but little change from former quotations. We maintain the opinion, regarding the quality of the crop, expressed in our circular of 11th instant, though, however, a slight improvement is noticeable in the quality of some of the late arrivals.

At Macao the business in Congous has been very small.

The following are the shipments of New Season's Congou to date:—

Total as per last statement..... 97,877 lbs.

April 13th S. S. *Geelong*..... 27,060 "

Shipments to this date last season were 982,408 lbs.

SILK.—At the moment there is absolutely no information regarding this article to communicate.

Pending the arrival of New Silk, business is completely suspended, and there is no single transaction in any grade to report. The season, owing to unfavourable backward one, and hatching of worms is only now going on. Samples of new staple are not expected for about four weeks. Regarding probable opening rates it is now too soon to speculate, but as the first yield is almost certain to be a small one, high prices are likely to be the consequence.

Underneath are figures of comparative Reports:—

SETTLEMENTS FOR THE MONTH. 1875-76. 1874-75.

For Europe,..... bales. 148 bales.

United States,..... boxes. 10 boxes.

Do. Re-reels,..... boxes. 30 boxes.

Bombay,..... piculs. 80 piculs.

EXPORT FOR SEASON, TO DATE. 1875-76. 1874-75.

For Europe,..... 12,910 bils. 8,673 bales.

United States,..... 5,840 bils. 5,841 boxes.

Do. Re-reels, 5,035 bils. 4,496 piculs.

Bombay,..... 6,120 bils. 5,941 bales.

Waste,..... 974 bils. 1,491 bales.

Cocoons,..... 974 bils. 1,491 bales.

IMPORTS.

LEAD.—The market has remained unchanged; sales have been effected at \$8.45 a \$8.50 for mixed brands, and at \$8.60 a \$8.65 per picul for Hole Chop and WB.

QUICKSILVER.—Prices have declined to \$55 a \$56 per picul.

SHIPPING.

The rate of freight to London per steamer is 23.5f per ton of 40 cubic feet.

LOADING AND UNLOADING.—At Whampoa.

DEPARTURES.—From Whampoa. For New York, on 11th instant, *Haze*.

Quotations.

Hongkong, April 21, 1876.

OPIMUM.—New Patna, cash,..... 617½

Old

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

ALSO,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MONGOLIA, Captain A. COLEMAN, with
Her Majesty's Mail, Passengers, Stores,
and Cargo, will leave this for the above places,
on SATURDAY, the 22nd April, at
Noon.

CARGO will be received on board until
Noon; SPECIAL and PARCELS at the
Office until 2 P.M. on the 21st Idem.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prosecution which may happen from incorrect-
ness in such declaration.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods shipped
by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MOYER, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1876.

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GALLIC" will be de-
parted for San Francisco, via Yokohama,
on MONDAY, the 1st May, at 3 p.m., taking
passengers and cargo for Japan, the United
States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of 30th Instant. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, April 1, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF
PEKING" will be despatched for San
Francisco, via Yokohama, on MONDAY,
the 15th May, 1876, at 3 p.m., taking
passengers and cargo for Japan, the United
States, and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 14th Proximo. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, April 15, 1876.

DUC DE MONTBELLO CARTE
BLANCHE CHAMPAGNE.
Quarts, \$15 per case (1 dozen).
Faint, \$18 " " " "
5 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen).

Sole Sale by HEARD & Co.

Hongkong, June 23, 1875.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

EDWARD NORTON & Co.,
Agents,
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIPEI

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further notice,
provide out of the earnings, first for an
Interest Dividend of 15% to Share-
holders on Capital, and thereafter distrib-
uted among Policy holders, annually, in
cash, ALL the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents,
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Agents,
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Underigned have been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.,
Agents,
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY,
(LIMITED).

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents,
Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIA-
TION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33 1/3%) on
Local Risks only.

RUSSELL & Co.,
Agents,
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Underigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Agents,
Hongkong, January 3, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Underigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared
to issue Policies of Marine Insurance,
payable in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & Co.,
Agents,
Hongkong, September 6, 1875.

THE SCOTTISH IMPERIAL
INSURANCE CO.

THE Underigned having been appointed
Agents in Hongkong, for the above-
named Company, is prepared to grant
Policies against Fire, on Buildings and on
Goods to the extent of £10,000, at the
usual rates, subject to an immediate dis-
count of 20%.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

Life Policies effected during the year
1875, share in the Bonus to be declared on
31st December for the quinquennial period
then ending.

A. MAOG. HEATON,
Agents,
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents,
Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Intimations.

THE MERCHANTS' MARINE INSUR-
ANCE COMPANY, LIMITED,
OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Underigned, having been appoint-
ed Agents in Hongkong for the above
Company, are prepared to issue Policies of
Marine Insurance at current rates, payable
in London, India, Australia, New Zealand,
Straits, Mauritius, Java, Manila, China,
Japan, California, &c., &c.

ADAMSON, BELL & Co.,
Agents,
Hongkong, March 24, 1876.

Note.—By the Company's Articles of Asso-
ciation it is provided that, after pay-
ment to the shareholders of a dividend
of 10 per cent. per annum, one fourth
of the residue of profits will be rateably
divided amongst those Insurers out of
whose business profits have been made
during the year.

STAFFORDSHIRE FIRE INSURANCE
COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appoint-
ed Agents in Hongkong and Shanghai
for the above Company, are prepared to
issue Policies of Fire Insurance at current
rates.

ADAMSON, BELL & Co.,
Agents,
Hongkong, March 24, 1876.

NOTICE.

THE Underigned beg respectfully to
inform the Public that they have
Established themselves as

BUTCHERS AND GENERAL

COMPRADORES,

At No. 1, Graham Street,

And are prepared to Supply Fresh and Salt

Provisions and Stores; also, WINES, SPI-
RITS and ALES of every description.

MATHEW & Co.,
Agents,
Hongkong, March 25, 1876.

F. KRUPP'S CAST STEEL WORKS,
Essen (Germany).

Sole Agent for China,

F. FELL,

HONGKONG, SHANGHAI, CANTON,

(Germany.)

IN CONSEQUENCE OF THE REDUC-
TION OF THE PRICE OF THE

"SHANGHAI COURIER AND

"CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBTAINABLE

Intimations.

In the Goods of CAPTAIN LAWRENCE
YOUNG, Deceased.

ALL Persons having any CLAIMS
against the above Estate are requested to
send in Particulars of the same to the
Underigned on or before the 22nd day of
April, 1876.

And all Persons being Indebted to the
said Estate are requested to Pay to the
Underigned their several Debts without
delay.

STEPHENS & HOLMES,
Solicitors for the Executors.

2, Club Chambers,
Hongkong, February 22, 1876.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all ORE-
DITORS and other Persons having
any CLAIMS or DEMANDS upon or
against the Estate of JOHN WOTTER-
SPOON, late of Bangkok, in the Kingdom
of Siam, who died on the 6th day of July,
1874, and whose Will was duly proved in
the Probate Jurisdiction of the Supreme
Court of Hongkong by WILLIAM HENRY
BREKTON, of 29, Queen's Road, Hong-
kong, Solicitor, to whom Letters of Admini-
stration with the Will annexed were duly
granted by the said Court on the 10th day
of March, 1876, are hereby required to
SEND in writing the PARTICULARS of
their Claims or Demands to the said WILLIAM
HENRY BREKTON; on or before the
1st day of July next; and notice is hereby
also given, that at the expiration of the last
mentioned day the said WILLIAM HENRY
BREKTON will proceed to distribute the
Assets of the said JOHN WOTTER-
SPOON amongst the parties entitled thereto, having
regard to the Claims of which he has then
had notice; and that the said WILLIAM
HENRY BREKTON will not be liable for the
Assets or any part thereof so distributed to
any person of whose Claims he has not
had notice at the time of the distribution.
Dated this 29th day of March, 1876.

W. H. BREKTON,
29, Queen's Road, Hongkong,
Solicitor.

COAL DEPOT.

COALS of every description supplied to
Steamers by the Underigned.
Orders may be left at the Godowns,
Wanchi, with Mr. J. MACLEOD, or LAURENCE
AN YON, KWONGHING, Praya.

LANDSTEIN & Co.,
Agents,
Hongkong, November 1, 1875.

Now Ready.

THE CHINA REVIEW,
Vol. IV., No. 4.

Annual Subscription, postage included,
\$6.50.

CONTENTS.

Essays on the Chinese Language.
The Folk-lore of China.
Pao-ze: The Okepatra of China.
An Introduction to a Retrospect of Forty
Years of Foreign Intercourse with
China.

One Page from Choo Foo-tze.
The Expedition of the Mongols Against
Java in 1293, D.
The Wry-Necked Tree.
Phallus Wurship.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries on Eastern Matters.—
Chinese Anti-Opium Associations.

Publications of the Hongkong Corre-
sponding Committee of the Relig-
ious Tract Soc.

Hongkong School-book Committee.
Chinese Wills.
Chinese Breach-Loading Guns.
History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 11, 1876.

To Let.

TO LET.

THE House No. 35, Wellington Street,
late in the occupation of Messrs
BOX & Co.

The Dwelling House No. 4, Alexandra
Terrace.

The Store and Dwelling House, No. 31,
Queen's Road, late in the occupation of
Miss GARNETT.

(Also with occupation from 1st April next.)

The Dwelling House No. 46, Peel Street,
now in the occupation of Mr. HAUSCHILD.

(And with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra
Terrace, at present in the occupation of
Dr. STOUT.

DOUGLAS LAPRAIR & Co.,
Agents,
Hongkong, March 20, 1876.

TO LET.

WITH Possession on the 1st April.

THE Premises in Queen's Road Central,
known as the "London Inn."

Apply to

LANE, CRAWFORD & Co.,
Agents,
Hongkong, March 6, 1876.

TO RENT CHEAP.

OFFICES and Godown, No. 59, Praya,
late occupied by Messrs TAYLOR &
HOMERSON. Also Office and Godown
situated in the rear of the Messageries
Maritimes Office.

Apply to

LAI HING & Co.,
Agents,
Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zealand Street,
DAVID RASSOON, SONS & Co.,
Agents,
Hongkong, April 9, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, April 15, 1876.

At 1100 Cash per Dollar Mexican.

Parity.

Highest Lowest

Cash Cash

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 160 160

Beef, sirloin and prime cut, oy. 160 140

Beef Corned, " catty 120 110

" Roast, " 150 130

" Soup, " 80 70

" Steak, " 140 130

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 250 200

" " corned, " 400 350

" Head, " 1000 700

" Heart, " 140 130

" Foot, " 60 50

" Kidneys, " 70 60

" Tail, " 120 110

" Liver, " catty 90 80

" Tripe (undressed), catty 40 30